

The Pacific Commercial Advertiser

U. S. WEATHER BUREAU, September 2.—Last 24 hours' rainfall, .02.
Temperature, Max. 84; Min. 74. Weather, valley showers.

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HONOLULU, HAWAII TERRITORY, MONDAY, SEPTEMBER 3, 1906.

PRICE FIVE CENTS

PULLING ON SHERIDAN HAS BEEN ABANDONED

All Towing Lines Cast Off--Water Puts Out Stranded Transport's Fires--Salvage Gear Coming in Korea--Transport Buford Ordered From Seattle to Take Sheridan's Passengers--Baggage and Refrigerator goods Landed in Honolulu.

Yesterday brought a decidedly new development in the situation of the stranded transport Sheridan. A breach in the noble vessel's bottom plates had let in water to put out the motive fires entirely. Evidently the hull had become impaled on the protruding rock upon which the transport, ever since striking, had been swinging as upon a pivot at amidships. All of the towing forces in these waters concentrated would sooner rend the steel fabric apart than dislodge it from such a position. Therefore the pulling was abandoned and the flotilla of towing steamers sent away. At the same time the baggage of the passengers and other removable property were taken off. Only the continued investment of the Sheridan by her officers and crew last night saves her from being considered an abandoned wreck. If the elements be kindly enough to permit them to stay there, or to leave unashed decks on which they may stand, until the salvaging apparatus ordered from San Francisco arrives, the ship will not be abandoned without supreme efforts at her flotation being resumed. As she lies now, though, the Sheridan is in most precarious circumstances. Particulars of yesterday's doings with the wreck, gathered by an Advertiser reporter on the spot and another on the Honolulu waterfront, are herewith fully related.

PULLING IS STOPPED.

(Special Wireless to Advertiser.)
Barber's Point, 2 p. m., Sept. 2. Attempts to pull the Sheridan off are pau. All the Inter-Island steamers return to Honolulu. The Iwalani has been ordered here as a tender.

The revenue cutter Manning will stand by. Anchors only are holding the transport. The steamer Niihau has cast off.

Personal baggage and refrigerator goods are being taken to town by the Ke Au Hou.

The Buford will be ordered from San Francisco to take the Sheridan's passengers to the Coast. Wrecking gear has been ordered to come in the Korea and Alameda, and until it arrives attempts to float the transport will be suspended.

Heavy off-shore wind and contrary strange currents catch the Sheridan between them. On Saturday afternoon, particularly, the officers noticed the odd sea movements.

There is a hole in the bottom of the steamship. Water is increasing in the hold.

Captain Morrow, quartermaster of the transport, states that the Sheridan when she struck pointed to Diamond Head and has swung her bow toward the lighthouse since. He says that the rock and reef are uncharted. Peabody was on the bridge when the transport struck the reef.

The Sheridan will be dark again tonight, there being no fire under the boilers.

I have visited the Sheridan just now in a canoe. It was a wet trip.

President Kennedy of the L. I. S. N. Co. has been attending to the pulling. Captain Humphrey, U. S. A. Quartermaster, is aboard supervising all operations.

SHERIDAN IN DARKNESS.

(Special Wireless to Advertiser.)

Barber's Point, 7:30 p. m., Sept. 2.

The transport Sheridan is lying hard

and fast in the coral and on a more

even keel. The vessel is dark again

tonight, which indicates a serious

condition in the engine room. Helene

and Niihau have gone to Honolulu. The

Manning and the Iwalani remain near

the stranded vessel, but have no lines

attached. The naval water tender

broke away from the Iwalani tow en

route, but was picked up again and is

now alongside the transport. The sea

has calmed down somewhat, but there is a rather heavy swell.

Captain Humphrey and President Kennedy left on the Niihau.

TAYLOR.

WITH LINES OFF SHERIDAN SETTLES

Barber's Point, 3 p. m., Sept. 2. In a native canoe I went out to the Sheridan shortly after noon, and learned much concerning the vessel, whose present condition is somewhat serious. As compared with the Manchuria, the Sheridan is in a far worse plight.

The transport was still heeled over, as usual, indicating that she was hung up on the coral hummock. Heavy swells, however, failed to cause her to pound to any extent.

Once in a while, though, the vessel careened slightly, and a jar following shivered the whole ship.

There was no steam in the boilers and no fire in the stokehold, owing to the presence of water, which is coming into the hold where the coral has apparently bored a hole or strained open the plates.

The winches are, therefore, not being run for hoisting material from the hold. All tackle is managed by hand.

The only smoke issuing from the smokestack comes from the galleys, where the meals are prepared for the officers and crew of the ship and the stevedores from Honolulu. The steward's department is conducted as usual save that only a couple of tables have now to be set.

The only coal thrown overboard amounts to about 100 tons. The remainder of the 2100 tons is being shifted about merely to trim ship.

Baggage belonging to officers and crew and light stuff have been transferred to the Ke Au Hou, as well as considerable refrigerator stuff.

Capt. Humphrey, Depot Quartermaster, U. S. A., who is aboard the transport supervising things, looks like a working officer in his shirt-sleeves.

President J. A. Kennedy of the Inter-Island S. N. Co. is aboard, and has just directed the Niihau to cast off her hawser. The Helene has received similar orders, and both vessels are to return to town this p. m.

The Iwalani has been ordered here merely to act as a tender to the Sheridan, while the Manning will continue to stand by, as usual.

Capt. Humphrey stated that wrecking gear had been ordered from San Francisco and will be forwarded on the Korea. Possibly some may arrive on the Alameda.

He has also requested the transport Buford to be sent to Honolulu to carry passengers, baggage and freight from the Sheridan to San Francisco. She may sail from the Coast on Tuesday. As soon as the steamers cast loose the Sheridan appeared to swing some-

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MANCHURIA'S POSITION REMAINS UNCHANGED

The work of taking off the freight of the Manchuria is now going rapidly ahead, the Melancthon and the Pioneer being used as lighters to bring the freight around to Honolulu. The Melancthon was towed in on Saturday and the Pioneer yesterday and both have been unloaded at the Oceanic wharf, where the cargo is to be stored. So far nearly 400 tons have been landed, including one piece of machinery weighing seven tons, the landing of which proved a considerable task last night. The freight is being segregated as it is landed here, to avoid confusion when it is forwarded.

Both lighters will be at the wreck again at daybreak this morning, the Eleu towing the Pioneer and the Fearless taking out the Melancthon.

Captain Lane, of the Pioneer, reports that there has been no appreciable change in the position of the Manchuria during the past couple of days. The Pacific has been at work laying out the big kedge anchors and the vessel is resting quietly.

Captain Reily has a gang of a hundred stevedores at work getting the cargo ready for loading on the lighters, and it is expected that everything will have been taken out by Wednesday.

AN OFFICIAL STATEMENT.

The following official statement of affairs at the wreck of the transport Sheridan was given last night by Captain Humphrey, U. S. A. Quartermaster's department, who returned from the wreck last night at 7:30 on the Inter-Island steamer Helene:

"The Sheridan has been securely moored and is now resting easily, doing no further damage to herself by pounding or rolling. She will be left as she is until the arrival of the powerful pumps and the wrecking gear, which have been sent for from San Francisco.

"I have received cable advices that this gear will be shipped from San Francisco on the Korea, sailing on Tuesday. The transport Buford has also been ordered here and will sail from Seattle on the same date, September 4.

"We have taken all the baggage off the Sheridan and the personal property of all the passengers. The perishable freight has also been brought to Honolulu.

"The only vessel of the Inter-Island fleet which will be used from now on is the Iwalani, which has been chartered as a tender. She is now at the wreck with the water barge, for which, at last, a use has been found.

"The captain and crew will remain on board the transport."

ACHI GETS HIS QUIETUS

Lane's Sunday School Holds a Praise Service.

Senator Lane's Sunday school had a session yesterday to consider what was going to be done about the Republican county convention, seeing that the Lane contingent had been given a large say in that body by the primaries on Saturday.

"It scored a victory nearly all along the line in the fifth," Nagaran Fernandez said after the meeting when asked how the Lane forces had come out.

"We lost but one in the ninth, one in the eleventh and three in the seventh. In the eighth and the tenth we won the whole states.

"Achi is beaten out anyway," was the concluding reflection.

Mr. Fernandez handed the reporter the returns of the 8th of the 5th as follows:

Territorial Convention.—Moreno K. Hui, 215; S. C. Dwight, 211; W. C. Cummings, 201; John C. Lane, 178—elected; H. N. Crabbe, 89. Hui, Dwight and Cummings were on both the regular and the labor tickets. Lane was only on the regular, and Crabbe on the labor.

County Convention.—A. S. Kaleiopi, 167; Capt. Jno. Kanae, 162; David Kama, 159; Capt. Robert Parker Wai, 158; Jim Cook, 158; Nagaran Fernandez, 156; H. Kahale, 152; R. M. Duncan, 147; Lot K. C. Lane, 145; J. Kapono, 143; Harry J. Auld, 141; E. W. Kawaiwa, 140; Richard C. Lane, 136; Sam Kalala, 135; Jas. Kawehi, 134; J. K. Maunakea, 134; S.

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COMMANDED DRY DOCK

Captain Woods Tells of the Dewey's Voyage.

Capt. J. D. Woods, the man who took the mammoth dry dock Dewey in safety from Chesapeake Bay to Olongapo, P. I., is a guest of the Hawaiian Hotel. He was aboard the transport Sheridan, en route home, when she went on the reef.

The long-sailing dock-master is a pleasant, unassuming man. Interviewed by an Advertiser reporter last night, he said:

"The Dewey is 500 feet long, 158 feet wide and 65 feet high. She is built in sections, the two end sections being 90 feet long. It takes 57 feet of water to operate the dock for a ship drawing 30 feet of water. She can pump herself dry from her greatest depth in about two hours, displacing 40,000 tons of water. She has three centrifugal pumps and 72 watertight compartments, and can lift a weight of 24,000 tons. She is the biggest and strongest dry dock in the world and of unique design in her connections.

"We started from Solomon's Island, Chesapeake Bay, in the afternoon of Dec. 28, arriving in Lubig Bay, July 10. A call was made at Los Palmas on Feb. 24, when 56 days out for the purpose of investigating certain signs of weakness which developed when the dry dock had been to sea a month and which threatened to be serious. Repairs were made at Los Palmas and also at sea before reaching that port, by strengthening the fish-plates, a very ticklish job in the heavy weather prevailing.

"Los Palmas was left on March 17 and we arrived at Port Said on April 19. From April 19 to May 3, we were getting through the canal and preparing to sail from Suez. Five days were actually consumed in progress through the canal. The rest of the time we were engaged at Port Said in digging out sidings to allow the dock to come to a standstill so that other vessels might pass by. There was no special incident occurred during the passage of the canal. It was a difficult job and entailed lots of hard work. From Suez we proceeded to Singapore, arriving there on June 22.

"In all the dry dock went adrift six times, three times in the North Atlantic, twice in the Mediterranean and once in the Straits of Malacca. On four of these occasions the utmost difficulty was experienced in getting re-connected.

"The towing gear was the heaviest and strongest that has ever been rigged. It weighed 30 tons between the dock and the first ship. The tow boats were the third rate, supply ship Glacier and the colliers Caesar and Brutus. The tug Potomac acted as tender.

"There were 32 men aboard when we started and four others were obtained in Los Palmas as we were short-handed. No serious accident occurred during the voyage to the men or the dock.

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ONE THOUSAND STRIKE-BREAKERS HAVE ARRIVED

Crisis at Hand in San Francisco Carmen's Strike ---Chicago Juvenile Horror---Pennsylvania Constables Killed in Fight With Italians.

(Associated Press Cablegrams.)

FRESNO, Cal., September 3.—One thousand strike-breakers to end the street railway tie-up in San Francisco have passed through here.

A critical day for the peace of San Francisco has dawned. If the big strike be now suppressed without violence, or without extensive strikes of sympathy with the carmen starting by other labor organizations, the authorities and the citizens at large will have cause of congratulation. The incidence of Labor Day is not likely to be favorable to the cause of peace.

ITALIANS HAVE BLOODY FIGHT WITH CONSTABLES

PUNXSUTAWNEY, Pa., September 3.—In a battle between Italians and twenty of the state constabulary here, six hundred shots were fired. Two of the constabulary were killed, and one fatally and three slightly injured.

ROAD AGENTS RAMPANT.

WAWONA, Cal., September 3.—Two stages have been held up in this vicinity.

It is not long since a similar piece of news came from the same place.

CHICAGO BOY COMMITS MOST FIENDISH CRIME

CHICAGO, September 3.—R. Gordon, a boy of sixteen, stunned Joseph Reed, a child of eight, by hitting him with a brick and then buried him alive. The body was dug up yesterday.

BRYAN GOING HOME.

NEW YORK, September 3.—William Jennings Bryan has started for home.

BURDENS TAKEN OFF PHILIPPINE COMMERCE

WASHINGTON, September 3.—The tonnage and navigation dues in the Philippines have been abolished.

GREAT NAVAL REVIEW.

OYSTER BAY, September 3.—Fifty-five ships are in position for the naval review by President Roosevelt.

AN ENORMOUS CROWD WILL SEE THE FIGHT

GOLDFIELD, Nevada, September 3.—There is a congested mass of humanity here to see the Gans-Nelson fight for the lightweight championship of the world this afternoon. Seven special trains have arrived.

KAMAANA PASSED AWAY ON SUNDAY

Charles M. Lucas, carpenter, died yesterday after an illness from paresis of over a year's standing. He was born in San Francisco and was 49 years of age at death. His father was the late John Lucas, who died here in 1882, being a younger brother of the late

George Lucas, who died some years later, founder of the Honolulu Planing Mill now conducted by his sons, Lucas Bros.

Besides a wife and three children here, the deceased leaves four brothers and two sisters living in San Francisco. He was of a retiring disposition, but was well and favorably known by the older residents of Honolulu. The funeral takes place at 3 o'clock this afternoon, from the Catholic cathedral to Nuanu cemetery.